

# Senate Bill 1

The Road Repair and Accountability Act

#### Senate Bill 1



- SB 1 focuses on "fix-it-first" improvements to neighborhood streets, highways, and bridges, improving safety, accessibility and travel for all users of roadways—vehicles, public transit, bicyclists, and pedestrians.
- SB 1 provides historic levels of funding for public transit and nearly doubles funding for the Active Transportation Program.



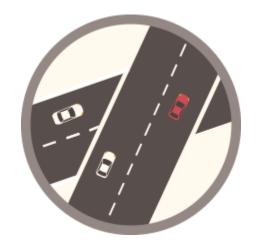
#### Overview of SB 1 Investments



SB 1's investment in transportation is split equally between the state and cities and counties.



\$26 Billion for Cities and Counties over 10 years



\$26 Billion for State investments over 10 years

### Fix-it-First Priority



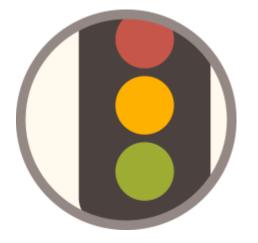
#### For State Highways, by 2027 Caltrans will repair or replace



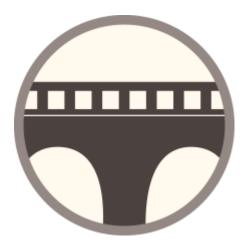
17,000 MILES OF PAVEMENT



55,000 CULVERTS OR DRAINS



7,700 SIGNALS, SIGNS AND SENSORS



500 BRIDGES

#### Strategic New Investments

(10-year funding)





New Funding to Transit
Agencies to help them increase service and build capital projects: **over \$7.5 billion** 



Bike and Pedestrian Projects: **\$1 billion** 



Trade Corridor
Enhancement Program:
\$3 billion



Solutions for Congested Corridors Program: \$2.5 billion

## Planning Grants



- \$25 million per year to local and regional governments for planning grants to revise local growth plans consistent with the requirements of SB 375
- \$20 million to fund climate adaptation plans.

## Sustainability Provisions



Under the Road Maintenance and Accountability Program, Caltrans and cities shall do, where feasible and cost effective, all of the following:

- Use advanced technologies and materials that reduce levels of greenhouse gas emissions;
- Use advanced technologies and communications systems to accommodate advanced automotive technologies (e.g., autonomous vehicles);
- Include features in the projects to better adapt the asset for climate change;
- Incorporate complete street elements into projects funded by the program.

(SB 1 - Chapter 2, Section 2030 (c)-(f))

## Sustainability at Caltrans



- SB1 requires Caltrans to update the Highway Design Manual to incorporate the "complete streets" design concept.
- SB 1 creates the Advance Mitigation Program at Caltrans with \$120 million in start-up funds to identify important project mitigation early in the project development process and improve environmental outcomes from mitigating the effects of transportation projects.

## 10-Year Allocation per Program



STATE	
> Highway Rehabilitation Program	\$14,894
➤ Bridge and Culverts	4,000
> Trade Corridor Enhancement	3,059
➤ Congested Corridor	2,500
> Parks	823
➤ Agriculture	258
> STIP (State share)	331
> Freeway Service Program	250
> RMRA- Administration	38
> Transportation Workforce Training	50
➤ UC/CSU Transportation Research	<u>70</u>
State Total	\$26,273

LOCAL				
➤ Local Streets and Roads	\$14,833			
> State Transit Assistance	4,255			
> Transit & Intercity Rail Capital Program	2,970			
➤ Local Partnership	2,000			
➤ Active Transportation	1,000			
> STIP (Local Share)	993			
Commuter Rail & Intercity Rail	442			
Local Planning Grants	250			
> RMRA - Administration	<u>38</u>			
Local Total	\$26,782			

#### Timeline\* & Resources



PROGRAM	Develop Guidelines	Adopt Guidelines	Applications Due	Program Adoption
Active Transportation Program	Jun-17	Jun-17	Aug-17	Oct - Dec 2017
Transit Capital Grants (CalSTA)	June - Sept 2017	Sep-17	Dec-17	Apr-18
Congested Corridor Program	June - Oct 2017	Dec-17	Mar-18	May-18
Trade Corridor Enhancement	June - Nov 2017	Jan-18	Feb-18	May-18
Local Partnership Program	June - Sept 2017	Oct-17	Mar-18	May/June 2018

Resources: www.rebuildingca.ca.gov

www.catc.ca.gov/programs/SB1.html

www.calsta.ca.gov www.dot.ca.gov

<sup>\*</sup>subject to change